



# Statement of Reaffirmation

## SR 260 Transportation Concept Report

### District 4

### June 2017

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District 4 System and Regional Planning began developing Transportation Concept Reports (TCRs) prior to Headquarters' commitment to the Department of Finance on TCR delivery and used a format different from Headquarters' 2012 TCR Guidelines and Template. A pre-2012 TCR defines the concept of a State owned/operated/maintained facility, projecting to a 25-year Planning horizon. It describes corridor characteristics such as the existing multimodal transportation network, land use as well as projected long-range corridor travel needs. These TCRs were designed for corridors with low complexity and represent a statement by Caltrans on what the future facility should be to better manage projected travel demand and other considerations such as interregional needs, Goods Movement, system preservation, stewardship and local concerns.

The SR 260 TCR was developed pursuant to Government Code 65086, which states that "the Department of Transportation as owner-operator of the State Highway System (SHS) shall carry out long-term planning to identify future highway improvement." It was informed by Caltrans statutes, policies and directives, along with local and regional partnership input and corridor analyses. Also used in the development of the concept were the Transportation System Development Plan (which has subsequently been replaced by the District System Management Plan Project List), California Transportation Plan, Regional Transportation Plan, Interregional Transportation Strategic Plan, Caltrans Traffic Operations strategies, Caltrans Freeway Agreements, and other regionally and locally approved transportation plans.

Development of the SR 260 TCR represented a cooperative planning effort that was dependent upon the participation and cooperation of key internal and external stakeholders. Caltrans Traffic Operations, Design, Transit and Community Planning, other functional units and external Stakeholders such as county Congestion Management Agencies (CMAs), counties and cities along the corridor have provided essential information, advice, and feedback during the preparation of this document.

The SR 260 TCR covered the majority of the topical areas required in the new TCR format. More importantly, the document's 25-year Corridor Concept that reflected statutes at the time (including Assembly Bill 32 and Senate Bill 375) conforms to current laws, regulations and Caltrans policies, and therefore still remains valid. While many short-term strategies recommended by the document may have already been or are currently being implemented, the remaining 25-year corridor strategies, especially those long-term recommendations that focus on system management and operations and multimodal improvements, are consistent with Caltrans Mission, Vision, Goals and Objectives as well as the Strategic Management Plan 2015-2020.

This Statement reaffirms the 25-year Corridor Concept as well as the long-term recommended strategies to help achieve the Concept as described in the SR 260 TCR. During the next phase of Corridor Planning,

Caltrans District 4 System and Regional Planning will work with Headquarters Division of Transportation Planning to revamp the System Planning program, identify new System Planning products and establish new formats/templates for corridor planning documents. The 25-year concept for each corridor will be revisited and updating documents developed prior to 2012 will be one of the high priorities. It is our goal that the new and improved products and formats will strategically accommodate document updates, address new SHOPP Asset Management requirements, and support further enhanced coordination and collaboration with internal and external stakeholders.

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## CALTRANS MISSION, VISION & GOALS

### MISSION:

Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.

### VISION:

A performance-driven, transparent and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation and teamwork.

### GOALS:

**Safety and Health** - Provide a safe transportation system for workers and users, and promote health through active transportation and reduced pollution in communities.

**Stewardship and Efficiency** – Responsibly manage California's transportation-related assets.

**Sustainability, Livability and Economy** - Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.

**System Performance** - Utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.

**Organizational Excellence** - Be a national leader in delivering quality service through excellent employee performance, public communication, and accountability.



# STATE ROUTE 260 TRANSPORTATION CONCEPT REPORT (TCR)



The Transportation Concept Report (TCR) is a Caltrans long range planning document that informs the regional transportation planning process. The TCR provides information regarding route segments, including high priority projects for the highway through 2035, and existing and forecasted traffic data. Projects identified in the TCR will require environmental and engineering studies before final approval and are subject to change.

Approvals:

Lee Taubeneck 6/17/11  
LEE TAUBENECK Date  
California Department of Transportation  
District 4 Deputy Director  
Planning and Local Assistance

Biyan Sartipi 7-5-11  
BIYAN SARTIPI Date  
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Arthur L. Dao

Bijan Sartipi, District Director  
 California Department of Transportation, District 4  
 111 Grand Ave., PO Box 23660  
 Oakland, CA 94623-0660

**SUBJECT:** Letter of Support for the Transportation Concept Report  
 (TCR) for State Route 260 (SR-260)

Dear Mr. Sartipi:

A handwritten signature in blue ink that reads "Bijan".

The Alameda County Transportation Commission (Alameda CTC) is writing to express support of the Transportation Concept Report (TCR) for State Route 260 (SR-260) prepared by District 4 System Planning staff. We have reviewed the SR-260 TCR, and concur with its assessment and future facility concept. This collaborative planning document, which also included the cities of Oakland and Alameda, will be useful to the Alameda County Transportation Commission by better informing the planning process and related activities regarding this route, especially in light of the on-going Countywide Transportation Plan update.

We look forward to working with you on future system planning efforts to develop a collaborative vision for elements of the State Highway System in our jurisdiction. If you have any questions regarding this matter, please contact Beth Walukas, Alameda CTC Deputy Director of Planning at 510/208-7405 or [bwalukas@alamedactc.org](mailto:bwalukas@alamedactc.org)

Sincerely,

A handwritten signature in blue ink that reads "Arthur L. Dao".

ARTHUR L. DAO  
 Executive Director  
 Alameda County Transportation Commission

Cc: Erik Alm, Caltrans District 4  
 John McKenzie, Caltrans District 4  
 Bruce Williams, City of Oakland  
 Obaid Khan, City of Alameda  
 Beth Walukas, Deputy Director of Planning  
 Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation  
 Stewart Ng, Deputy Director of Programs and Projects

## Stakeholder Acknowledgement

District 4 is pleased to acknowledge the time and contributions of stakeholders and partner agencies to this Transportation Concept Report (TCR). Development of system planning documents such as this one is dependent upon the participation and cooperation of key stakeholders. This TCR represents a cooperative planning effort for State Route (SR) 260. Representatives of the Alameda County Transportation Commission and the cities of Oakland and Alameda provided essential information, advice and feedback for the preparation of this document.

This TCR will be posted on the Caltrans District 4 System Planning website at:  
<http://www.dot.ca.gov/dist4/systemplanning/>

## Document Preparation

This SR 260 TCR was prepared by:

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**Please contact below for any questions about this TCR:**

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Posey Tube Alameda Portal

## Transportation Concept Report Contents

The following pages provide an overall route description and summary information on each route segment. Each summary includes a segment map, a segment overview and data tables. A list of future projects for each segment is also included. These projects are separated into three categories:

1. **Programmed**—projects included in the State Transportation Improvement Program, State Highway Operations and Protection Program, or California Federal Transportation Improvement Program;
2. **Planned**—projects included in an approved Regional Transportation Plan;
3. **Conceptual**—projects not yet included in a planning or programming document, but are recommended to maintain mobility and access along the segment.

Project listings include a brief description and estimated completion year.

## State and Local Responsibility

Improvements to the State Highway System are the responsibility of both Caltrans and local agencies, collaboratively planned, developed and implemented through the regional transportation planning and project development process. Such improvements will provide for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. Developments affecting this route and the regional State Highway System may necessitate that local jurisdictions provide nexus-based, proportional fair-share funding for future highway improvements.

# State Route 260 Segment Map



Figure 1. State Route 260 Segment Map.

## State Route 260 Summary

This report describes the long-range facility concept for State Route (SR) 260 in District 4 for a 25-year planning horizon (2010-2035). SR 260 is a 1.274 mile long four to five lane conventional highway and freeway facility. SR 260 is a key transportation corridor that serves commuter and commercial traffic between the cities of Alameda (an island city) and Oakland near Route I-880 via the Posey/Webster Tube. This route is one of the main connecting routes to the island, and an alternative route connecting to the Oakland Airport via SR 61. It is also the only route that connects the City of Alameda’s west end to the Trauma Center in the City of Oakland and other regional facilities. The route begins at the Webster Street/Atlantic Avenue-Ralph Appezato Parkway intersection and proceeds north to I-880. Connecting the Cities of Alameda and Oakland, SR 260 is primarily a controlled access facility in both the northbound and southbound directions, known as the Posey Tube in the northbound direction and Webster Tube in the southbound direction. The route consists of two segments:

**Segment A:** Atlantic Ave./Ralph Appezato Pkwy. in Alameda to the Posey Tube (ALA 0.65 – 1.125)

**Segment B:** Posey Tube to 7<sup>th</sup> Ave. and Harrison St. in Oakland (ALA 1.125 – 1.924)

SR 260 was created in 1965 as a transfer from SR 61. Sections 560, 560.1 and 560.2 of the Highway and Streets Code describe SR 260 as a State Route. SR 260 is signed as both SR 61 and SR 260 along its length. Appendix A lists the legislative description of the route from the Streets & Highways Code.

Land use along the route is characterized by retail and commercial development, educational facilities (College of Alameda), apartments, motels and the Posey and Webster Tubes built in 1927 and 1963 respectively. SR 260 serves goods movement traffic between the Port of Oakland and container storage locations in the City of Alameda. Some 2.4% of the traffic on SR 260 is truck movements. Of these trucks 17.45% are 5 axle trucks. Means of travel by transportation mode for the cities of Alameda and Oakland are listed in Table 1 below:

<b>Mode Split %</b>	<b>SOV</b>	<b>HOV</b>	<b>Transit</b>	<b>Bike/Ped</b>
<i>Alameda</i>	63.0%	11.9%	15.7%	4.0%
<i>Oakland</i>	57.7%	10.1%	16.7%	4.8%

Table 1. Mode Split for cities of Oakland and Alameda, 2008.

Source: 2008 American Community Survey.

Prior to the decommissioning of the Alameda Naval Station in April 1997, SR 260 served as a military and commercial connection to the Alameda Naval Station on Alameda from I-880. With the absence of the Alameda Naval Station SR 260 demand characteristics have shifted towards meeting commercial, recreational and commuter trip demand. During the next twenty-five years traffic on the route is expected to increase by 22%. Short term improvements planned include improving the connections between SR 260 and I-880 as part of the Broadway-Jackson interchange project in the City of Oakland. Other planned projects/strategies include the Webster Street SMART corridor project.



Recent construction of new intersections at SR 260 and Willie Stargell Avenue and Constitutional Way, and a southbound auxiliary lane between Atlantic Avenue/Ralph Appezzatto Parkway has relieved traffic congestion on the corridor. As a result traffic backups on Northbound and Southbound SR 260 have been less frequent. A major seismic retrofit of the Posey and Webster Tubes was completed in 2004 and the lighting in both tubes was upgraded in 2007.

**Bicycle/Pedestrian Access**

Constitution Way has a planned Class I bicycle facility between Buena Vista Avenue and Marina Village Parkway. Destinations west of the Posey and Webster tubes are accessible by car and sidewalks that are utilized by pedestrians and bicyclists.–Non-motorized travel on SR 260 between the cities of Alameda and Oakland is only allowed along a pedestrian walkway within the Posey Tube that does not meet current Caltrans width standards. Although the Posey Tube is the most direct link between the two cities travel conditions inside the Posey Tube are not favorable to pedestrians and bicyclists.

Complete Streets Deputy Directive 64-Revision #16 directs Caltrans to consider the access needs of all users as part of its planning and project development. Table 2 below notes some key characteristics of intersections along SR 260 that have an effect on bicycle and pedestrian access to and across the facility.

**SR 260 Intersection Data**

Intersection	Signalized Y/N	Pedestrian Countdown Timer Y/N	Raised Median Y/N	Number of Lanes Crossed **	Number of Marked Crossings
SR 260 / Atlantic Ave. Ralph Appezzatto Pkwy.	Y	Y	Y	6	4
SR 260 / Willie Stargell Ave.	Y	Y	Y	6	2
SR 260/Constitutional Way.*	Y	Y	N	2	1
SR 260/Harrison St./7 <sup>th</sup> St.	Y	Y	N	5	5***

Table 2. SR 260 Intersection Data.

\* Northbound direction only. \*\* Includes turn lanes \*\*\* Includes island crossing from NB SR 260 to EB 7<sup>th</sup> St.

**Transit Access**

SR 260 is served by AC Transit local routes 20, 31, 51A, 316 and transbay routes O, OX and W; transit stop locations in the vicinity of SR 260 are illustrated in Figure 2. These lines originate at Fruitvale, West Oakland and Rockridge BART stations and the San Francisco Transbay Terminal and traverse segments A and B of SR 260 as part of their routes.

## Transit Stops along SR 260



Figure 2. Transit stops in vicinity of SR 260.

## Route 260 Segment A Summary

As shown in Figure 1, Segment A is a divided four lane conventional facility beginning at Atlantic Avenue/Ralph Appezzatto Parkway and ending at the Posey Tube (approximately two-thirds of a mile long). The route intersects with Marina Village Parkway and Constitution Way (northbound) and Willie Stargell Avenue (southbound) in this segment and runs along the eastern border of the Alameda Naval Air Station Priority Development Area (PDA). At the Atlantic Avenue/Ralph Appezzatto Parkway intersection it features two mixed flow lanes that are reduced to a single lane at the Constitution Way northbound on-ramp where it returns to two mixed flow lanes as it enters the Posey Tube. In the southbound direction the route emerges from the Webster Tube with two mixed flow lanes and then gains a third lane at the Willie Stargell Avenue intersection. Continuing southbound towards the Atlantic Avenue/Ralph Appezzatto Parkway intersection the width of the route expands in order to provide two thru lanes, one left turn lane, and one right turn lane. The Atlantic Avenue/Ralph Appezzatto Parkway and Willie Stargell Avenue intersection provides one northbound left turn lane and one southbound right turn pocket onto SR 260 whereas the Marina Square Loop and Constitution Way intersection with Atlantic Avenue/Ralph Appezzatto Parkway each provide only one northbound right turn each onto SR 260.

There are retail, multi-family residential and institutional land uses present along this segment including the College of Alameda. AC Transit local lines 20, 31, 51A, 316 and transbay routes O, OX and W provide transit service along this segment of SR 260 with bus stops in both directions. In addition Ralph Appezzatto Parkway provides access to the Alameda-Oakland Ferry terminal. The sidewalks on both sides of SR 260 as well as the three signalized crossings provide pedestrian and bicycle access along and across this segment of SR 260.



AC Transit Kiosk, SR 260 and Willie Stargell Avenue. in Alameda.

## State Route 260 Segment B Summary

Segment B is a divided four lane restricted access facility connecting the Cities of Alameda and Oakland with two lanes in each direction. It passes under the Oakland Inner Harbor through the submerged Posey Tube in the northbound direction and Webster Tube in the southbound direction. In the northbound direction the route emerges from the Posey Tube with two mixed flow lanes and expands at the 7<sup>th</sup> street intersection in order to provide an additional mixed flow lane and two right hand turn lanes. Southbound access to the route is provided by two single lane on ramps, one at Webster Street and 7<sup>th</sup> Street and then other from Broadway Avenue and 5<sup>th</sup> Street. Entering the Webster Tube the route consists of two mixed flow lanes until it emerges from Webster tube onto Segment A. Connection from SR 260 to the northbound and southbound I-880 on ramps is accomplished by navigating way finding signage on City of Oakland streets.

According to section 560.2 of the California Streets and Highway Code the State of California holds the United States free and harmless from liability for damages to the Posey and/or Webster Tubes as a result of the ongoing dredging of the Oakland Estuary within 50 feet. AC Transit local lines 20, 31, 51A, 316 and Transbay routes O, OX and W pass through but do not stop in the Posey and Webster Tubes. Access to these AC Transit lines and routes resumes on adjacent City of Oakland streets outside of segment B. Bi-directional pedestrian and bicycle access along this segment of SR 260 is only permissible in the Posey Tube along a built-in walkway.



End of SR 260 at Harrison and 7<sup>th</sup> Street in Oakland.

## State Route 260 TCR Segment Summaries and Traffic Data

Location					Forecasted Level of Service (LOS) and Facility Type				
Segment	Description	County	Post Mile From	Post Mile To	Current LOS*	25-Year Future LOS**	25-Year Concept LOS	Existing Facility	Concept Facility
A	Atlantic Ave. to Posey Tube.	ALA	0.065	1.124	C (AM-NB)	F	E	5C	5C
B	Posey Tube to 7 <sup>th</sup> Street and Harrison St. (End)	ALA	1.124	1.924	E (PM-SB)	F	E	4F	4F

Table 3a. SR-260 TCR Segment Summaries and Traffic Data.

Note: Facility Code C= Conventional F=Freeway

\* Current LOS source: Alameda CTC 2010 LOS Monitoring Report.

\*\* LOS forecasts are extrapolated from a Travel Demand Model (TDM) projected twenty-five year growth in regional jobs and population.

Current Traffic Data--2009						Future Traffic Data--2035				
Segment	% of Trucks	Directional Split	Peak Hour Traffic	Average Daily Traffic	Volume Over Capacity	Collision Rate Index* (2006 – 2009)	Directional Split	Peak Hour Traffic	Average Daily Traffic	Volume Over Capacity
A	2.4	53%	7,938	51,000	1.13	-71%	51%	8,856	71,000	1.21
B	2.4	47%	9,769	57,000	1.02	-46%	50%	11,315	77,000	1.16

Table 3b. SR-260 TCR Segment Summaries and Traffic Data.

\*Collision Rate Index: The percentage by which each segment's reported collisions rate (fatal, injury and property damage only) is above or below the statewide average reported collisions rate on comparable facilities. Source: 3-year Caltrans Traffic Accident Surveillance and Analysis System data.

As noted in Table 3b from the Collision Rate Index, the facility has an accident rate below the statewide average for comparable facilities. Between November 1st, 2006 and October 31st, 2009, there were a total of 24 accidents on SR 260; of these 6 involved fatalities and 6 included injuries. Most of these accidents (66%) occurred on the freeway/tube segment of the route bridging the cities of Alameda and Oakland.

## Environmental Factors

The environmental factors map (Figure 3) depicts environmental issues in the vicinity of SR 260. In April 2000 the Posey Tube was added to the National Register of Historic Places. There are underground and submerged hazardous waste sites along both segments of SR 260. Soot buildup along the tube walls is a chronic maintenance issue requiring periodic cleaning. The Alameda Naval Air Station and Downtown Oakland Priority Development Areas (PDA) and Oakland Gateway Area Priority Conservation Area (PCA) are within the route's area of influence.

### SR 260 Environmental Factors Map



Figure 3. SR 260 Environmental Factors Map.

## State Route 260 Corridor Issues

### Connectivity – Operations

Currently the connections between SR 260 (Webster/Posey tubes) and I-880 use surface streets in Oakland and pass through several local street intersections. This results in circuitous access and increased potential for vehicle delay to and from the City of Alameda. The current connections also require traffic between the City of Alameda and the freeways to use City of Oakland streets, which impacts traffic operations and pedestrian movement in the City of Oakland.

In 1998 the Alameda County Congestion Management Agency (ACCMA) Level of Service Monitoring Report<sup>1</sup> noted level of service “F” operations on the connection from SR 260 eastbound to I-880 northbound during the P.M. peak period. This meant that the connections between SR 260 (Webster/Posey tubes) and I-880 was not in conformance with the state mandated Congestion Management Program (CMP). As a result the ACCMA required the cities of Oakland, Alameda, and Berkeley to prepare a deficiency plan, with City of Oakland as the lead agency and Cities of Berkeley and Alameda as contributing partners. The deficiency plan, adopted in 1999, outlined improvement measures focusing on improving local street operations, the I-880/Broadway/Jackson interchange and the operations of the SR- 260 and I-880 connection. The recommended improvement measure focusing on local streets was completed in 2007 (a dedicated lane, new pavement markings , striping and signage on 7<sup>th</sup> Street and Jackson Avenue for vehicles traveling between northbound SR 260 and the northbound I-880 on –ramp).

The 2006 I-880 Broadway-Jackson Interchange Feasibility Study by ACCMA recommended specific improvements in the Broadway/Jackson interchange area including SR 260. The recommendations from this study included constructing a direct connector from Posey Tube to northbound I-880 via 5<sup>th</sup> Street, northbound and southbound on and off-ramps between Market Street and Martin Luther King Boulevard and signal coordination between the Posey and Webster Tubes and the newly constructed on and off-ramps. A Project Study Report (PSR)/ Project Development Support (PDS) document requesting programming for Capital Outlay Support for the Project Approval/Environmental Document(PA/ED) phase of the project was approved by (Caltrans) on March 16<sup>th</sup> 2011.

The intent of the 2010 Webster Street SMART Corridors Management Project by Alameda CTC was to address recommendations from the adopted 1999 Deficiency Plan that focused on improving the operation of the connection between SR 260 and I-880. The Deficiency Plan recommended implementation of Intelligent Transportation System (ITS) deployments or “Smart Corridor” to improve safety and operations through implementation of a transportation management operations project.

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<sup>1</sup> ACCMA merged with the Alameda County Transportation Improvement Authority (ACTIA) in July 2010 to form the Alameda County Transportation Commission. Actions taken and documents adopted by the predecessor agency will be referred to as being from that agency.

The first phase of the project includes implementation of an Emergency Vehicle Preemption (EVP) system to improve emergency response time for police and fire departments, implementation of a Transit Signal Priority (TSP) system to promote transit use and implementation of an Advanced Traveler Information System (ATIS) to inform the public of the street, freeway and traffic congestion information at the mouth of both Posey and Webster Tube in the City of Alameda. Future phases would link the Cities of Alameda and Oakland with Caltrans and Alameda County Transportation Commission for signal coordination, vehicle detection, emergency preemption, transit signal priority, way finding traveler advisory and video surveillance. Benefits would include improved air quality by reducing emissions, improving transit reliability, improving emergency incident response and informing travelers of route conditions.

### Relinquishment

In 2004, The City of Alameda developed a streetscape design for the segment of SR 260 (Webster Street) between Central Avenue (SR 61) and Atlantic Avenue / Ralph Appezatto Parkway that did not meet the State Highway design standards for the SR 260 facility type as outlined in section 81 of the California Streets and Highway Code. In order to allow the City of Alameda to implement their streetscape design Caltrans agreed to relinquish this segment of SR 260 (ALA PM 0.00 to ALA PM 0.65). The relinquishment of this segment of SR 260 severs the connection between SR 260 with SR 61.

### Bicycle – Pedestrian

In recent years some barriers facing pedestrians and bicyclists along and across SR 260 have been reduced. However, bi-directional pedestrian and bicycle travel along the segment of SR 260 between Alameda and Oakland continues to be restricted to a narrow pathway along the interior of the Posey Tube. With funding from a Bay Area Air Quality Management District (BAAQMD) grant through the Alameda County Transportation Improvement Authority (ACTIA)<sup>2</sup> the City of Alameda conducted a two year study to improve pedestrian and bicycle access through the Posey and Webster tubes (the 2008 Alameda-Oakland Estuary Crossing Feasibility Study). The study identified and analyzed the feasibility of a number of short, mid and long term improvements, including improving the surfaces along the existing Posey Tube walkway (short-term), a Water Taxi/Shuttle (mid-term) with landings at Jack London Square in the City of Oakland and Marina Village in the City of Alameda, and a dedicated Bicycle Pedestrian Bridge over the Alameda-Oakland Estuary (long-term).

### Right of Way

There is no unutilized right of way available beyond the existing facility as described.

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<sup>2</sup> ACTIA merged with the Alameda County Congestion Management Agency (ACCMA) in July 2010 to form the Alameda County Transportation Commission. Actions taken and documents adopted by the predecessor agency will be referred to as being from that agency.



## Highway Improvement Projects

### Programmed

- Widen segment of Tinker Avenue (Willie Stargell Avenue) and extend it to Webster Street (SR 260). Expenditure Authorization (EA) 44820. Estimated completion date May 2012.
- BH Bridge Rehabilitation. Repair handrail and sidewalk along Posey and Webster Tubes. Paint and light the Posey Tube portal buildings and maintain the ventilation system. The project is funded with SHOPP funds, total cost \$6.5M. EA 4A480. Estimated completion date March 2015.
- Webster Street SMART Corridor. Implementation of advance technology and Intelligent Transportation Systems (ITS) strategies in order to establish a communication system that would link the ITS field elements to the Cities of Alameda and Oakland. The project is funded with a combination of CMAQ, Caltrans FHWA, TFCA and local match funds, total cost \$1.6M. TIP ID # ALA 090024. Estimated completion date December 2013.
- Estuary Crossing Water Taxi/Shuttle to begin operations in Fall of 2011, funded by a BAAQMD Grant.

### Planned

- Improve I-880/Broadway-Jackson interchange in the City of Oakland (includes new on- and off-ramps and new signals). EA 26000. The planned work proposed in this project will be updated by a more recent study completed under EA 0G360K. Estimated completion date March 2016.
- The Alameda Transit Access Plan for the Alameda Point in the Naval Air Station PDA to the 12<sup>th</sup> Street BART station includes dedicated bus lanes on Ralph Appezatto Parkway and a queue-jump lane from Atlantic Avenue to the newly installed Queue-jump lane on Webster Street at Willie Stargell Avenue. The buses will travel in Oakland side in mix flow of traffic.

### Conceptual

- Improve the bicycle-pedestrian facilities along SR 260.
- Dedicated bicycle-pedestrian Bridge over Alameda Estuary.
- Provide energy efficient entrance lighting system at the mouth of the tube.
- Include a permanent CMS sign in both direction of I-880 to inform motorists regarding closures, detour information and other traveler information messages.
- Provide overhead light diffuser system at the tube entrances to overcome the brightness difference during day time. Also consider energy efficient LED lighting system with intelligent automatic dimming control system to adjust the illumination intensity based on the light of the tube.
- Construct a connector from the Alameda portal of the Posey Tube to Mariners Square Drive for traffic diversion during a non recurrent event inside the Posey Tube.

## State Route 260 Concept Rationale

The Corridor Concept conveys Caltrans' vision for a route with respect to corridor capacity and operations for a 25-year planning horizon.

The 1985 Caltrans Route Concept Report (RCR) recommended that even though projected congestion was subject to increase resulting in deterioration in operating conditions, the facility should maintain its current 4 C/F configuration because major capacity improvements were seen as too costly. In recent years the Posey and Webster Tubes have been seismically retrofitted to meet current standards and have updated electrical and support systems.

The future route concept for Segment A is to maintain the existing five-lane conventional highway facility. The future route concept for Segment B is to maintain the existing divided four – lane freeway facility. Operational improvements are expected from ITS improvements that could include utilizing CCTV to adequately manage emergencies, CMS signs on other critical routes to inform motorists of maintenance and construction activities, improve wall and ceiling surface and lighting system at the entrance and inside the tube and I-880 connectivity improvements in the near to midterm.

While pedestrian and bicycle access along segment B to the Webster Tube is desirable, lack of funding for such a high cost improvement and existing access restrictions outside and along the interior of the Webster Tube renders this suggestion unfeasible at this time. Viable access alternatives have been identified through the 2008 Alameda Oakland Estuary Crossing Feasibility Study.

## Appendix A: Legislative Description

The Streets and Highway Code Sections 560, 560.1 and 560.2 document the Legislative Description for State Route 260.

**560.** (a) Route 260 is from Atlantic Avenue in Alameda to Route 880 in Oakland near Seventh and Harrison Streets.

(b) The relinquished former portion of Route 260 within the City of Alameda between Central Avenue and Atlantic Avenue is not a state highway and is not eligible for adoption under Section 81. For this relinquished former portion of Route 260, the City of Alameda shall maintain within its jurisdiction signs directing motorists to the continuation of Route 260.

**560.1.** Upon the completion of the additional subterranean tube between the Cities of Oakland and Alameda, in the vicinity of Webster Street, to be used in connection with the Posey Tube, both of which tubes are included in the description of Route 260, the department may by executive order, rule or regulation, designate both of said tubes, and the approaches leading to or from the nearest state highway or city street, as one-way highways, and thereafter restrict said tubes and approaches to one-way traffic, proceeding in opposite directions as to each other. Upon the placing of signs notifying the public of such restrictions, any person who willfully fails to observe such sign is guilty of a misdemeanor.

**560.2.** Because of the statewide interest in navigation, the state will hold and save the United States of America free and harmless from liability for damages to the parallel tubes between the Cities of Oakland and Alameda included in the description of Route 260 due to the initial dredging work and subsequent maintenance dredging in an area within 50 feet of said tubes in connection with the deepening of the Oakland Estuary by the Corps of Engineers of the United States Army and the Director of Finance shall execute an agreement so to do with the proper representatives of the United States of America.